

CONSIDERATIONS
ON THE
REMOVAL
OF THE
CUSTOM-HOUSE.

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THE measure of building a new Custom-house below the dry Dock being now determined upon, as appears from the Answer given by the Commissioners of his Majesty's Revenue, to the Letter from the Committee of Merchants, it has become a subject of general Investigation, whether this new Custom-house ought to be built upon the site of the present Custom-house, or whether it should be erected upon the lot of Ground lying below the dry Dock.

It being allowed on all hands, that it is necessary that a new Custom-house should be built somewhere, it appears evident to common sense, that such a situation ought to be chosen, as should be best suited

for the conveniency of shipping, and the security of the revenue, that the duties granted by parliament at various times, may be fairly and equally collected, upon all goods imported and exported, that every member of the state importing or exporting, may be upon an equal footing; and it is further proper, that a situation be chosen, that shall afford ample room for the convenience not only of the officers of the revenue, but of the merchants, and that not upon the scale of the late confined trade of this port, but upon what may be expected to arise from an extended and free commerce.

There appears to me to be but two situations where a Custom-house could be built, the old or the new site, and the question will then be, which of the two is best calculated for the safety and convenience of shipping, the security of the revenue, the ease and dispatch of landing and shipping of goods, and in every one of these points of view, the lot now pitched upon, has the preference over all others upon the river.

In making a comparison between the two situations, in the points I have before stated, I shall not desire the facts which I shall advance to be taken upon my bare assertion, I shall state them from the testimony of witnesses brought before the house of commons, for the purpose of proving that the present site was preferable to the intended one.

The dangerous situation, in which the Custom-house has been for several years past, has caused many representations to be made by the Commissioners of the revenue to government, for permission to build a new one, and in those representations, they gave it as their opinion that the present site was



was an improper one, and recommended that ground should be purchased below the old ferry; in the year 1774, his then Excellency the Earl of Harcourt, laid all the representations upon that subject before the house of commons, referring to them to ascertain the most proper situation for a new Custom-house, in consequence of this reference, several petitions were preferred to the house, praying that the site might not be altered, and desiring leave to produce witnesses, and to be heard by council, in order to prove that the old was a more proper situation than the new for this building.

The house of commons resolved itself into a committee of the whole house, went into a solemn investigation of the subject, examined witnesses in the most solemn manner, and upon the evidence adduced by the petitioners, two witnesses only being produced on the other side, and meerly to some revenue points, the house came to two resolutions.

“ I. Resolved, that the present situation of the Custom-house of the city of *Dublin*, is inconvenient to the trade thereof, and prejudicial to his Majesty's revenue.

“ II. Resolved, That it will be expedient to build a new Custom-house, eastward of *Batchelor's-lane*.”

To the evidence given on this occasion by the witnesses produced on the part of the petitioners against the removal of the Custom-house, I shall refer, to prove the truth of my assertions.

First, I have asserted that the new situation is more safe and convenient for shipping.

In

In order to prove this, I shall quote such parts of the evidence given by the witnesses as go to this point, as they are stated in the special report made by the committee of the house of commons, and for regularity sake, and easier reference to the report, I shall follow the witnesses in the order that they delivered their testimony, beginning with Mr. *Graydon*, the first witness.

Mr. *Graydon* says, he is haven-master, that he knows the nature of the bed of the river, that the safest part of it for shipping, is from *Essex-bridge* to *Moss-street*, that from the *Custom-house-quay* to *Liffey-street*, and from thence to the old ferry, the shore is stony on the north side.

That no American built ship, or other of sharp construction, can come up to the *Custom-house-quay* as they will not take the ground.

On his cross examination he sets out by declaring, that were he a mariner, he should be glad of a *Custom-house* nearer to the sea; that the farther a ship comes up the river, the better for the merchant, but not for the mariner.

That there are many rocks between *Liffey-street* and *Swift's-row*, which were formerly a great impediment to the navigation, but the passage has been cleared by the ballast-office. That there are many rocks now remaining on the south side the channel, which render some parts of the river unsafe for ships of burden to lie.

He acknowledges that it would be a great advantage, if all ships unloaded at the *Custom-house-quay*,

quay, that large ships generally lighten before they come up the river, that he thinks the Custom-house-quay much too small for the city, and that it is so crowded that it is inconvenient to every body. That it would be prudent to make a more commodious Custom-house, but thinks that if the quay could be enlarged, its present situation would be as good as any.

Having said in his direct examination, that the ground between the Custom-house-quay and *Temple-bar* slip, if added to the present Custom-house, would make a quay sufficient for discharging all the ships that come to this port; he on his cross examination confessed, that no ships could lie at the ground offered by the city, as an addition to the present Custom-house-quay, (which was the ground he before mentioned) unless the bed of the river was deepened, that there is a rock that runs abreast of that ground, and reaches to within two ships lengths of the north side, from the end of the Custom-house-quay to *Temple-lane* slip, that he believed that the ground offered by the city, was that along which this rock extended, that ships cannot lie upon this rock, as close to the wall there is no water, and but seven or eight feet of water at spring tides, even beyond the breadth of four ships from the intended quay, he thinks this rock might be quarried away, and then that ships might lie there; he says that a quay for 32 ships, (the number which he said could lie at the present Custom-house-quay,) was not sufficient for this port, but that one, which would accommodate 65 was, and that the present quay, with the addition offered would do that, provided it was deepened and made fit for shipping; and provided there were to be nine ships in one tier, and eight in every other; but he confessed that when
ships

ships lie in such deep tiers, they cannot discharge their cargoes either with convenience or expedition. He said that the present Custom-house-quay was frequently overflowed, and the merchants goods injured; and he confessed that the master of the *Nelly* of *Bourdeaux*, had told him, that he pumped wine out of his ship lying at the Custom-house-quay, but he said that he did not know where she received the injury.

Being examined again the next day, he declared that *the best lying in the river for ships, was from Batchelor's-lane to the graving bank.*

He said that from the Custom-house to *Batchelor's lane*, ships may lie very safely, but he could not say that they lie safer in that space than they may below it.

He confessed that in the year 1770 a ship richly laden struck on standfast Dick in going up to the Custom-house, and both ship and cargo were very much damaged, and that the like accident had happened in 1773 to the Shannon Captain *Moore*, and the *Dolly*.

The next witness examined, was Mr. *Dempsey*, who in his direct examination, says little to the point now before us, because the council did not choose to examine him upon it, after what fell from Mr. *Graydon* their last witness, he however says, that there is a shoal at the bar of *Dodder*, which if ships pass, they may get up the river, but that there is less water on standfast Dick, which lies opposite *Swift's-row*.

In his cross-examination he declared *That the deepest water between the walls was from the old Glass-house to Batchelor's-lane, that the river is broader there and the ground softer, and that there was room enough from Batchelor's-lane to the end of the walls, for all the ships that ever were at one time in this port.*

He says, that 32 ships of 100 tons may lie at the Custom-house-quay, 8 in a tier, that but 8 can at one time discharge, that carrying goods thro' other vessels occasioned great delay, inconvenience, quarrels, and injury to the goods.

That no ships can lie from the Custom-house-quay to Temple-lane, as there is but five feet water over the rocks at high tides.

Mr. Marsden was the next witness, he said that the best birth, within the walls, is from Crampton-quay downwards for a great length, that from that quay to the westward, there is bad lying for ships occasioned by a rock.

Being cross-examined he said that, *cæteris paribus* a Custom-house as near as possible to the sea, would be the most desirable to the masters and owners of ships, but not to the merchants.

Mr. Cooley was the next witness, who touched upon this point, he says that standfast Dick rises to the southward, that if it was quarried 6 feet deep, there would be one foot and a half of water only at low water, at high water $10\frac{1}{2}$, at spring tides about 13 or 14, that ships must lie on the rock at low water and will be apt to strike, as the water falls, but does not know whether this would injure them.

The next witness to this point was Mr. *Chartres*, surveyor on the Custom-house-quay, who was produced in support of the change of site. He states the great expence and inconvenience arising from the smallness of the quay, which can discharge so few ships at a time, and yet even with those few, the quay was not large enough to transact the business.

He says that the delay was such, as caused a necessity for employing twenty tidewaiters extraordinary.

He declared, that he had known ships to be frequently strained and damaged in coming up to the Custom-house quay, on the rock off *Swift's-row*, and that when such accidents happened, they braced the ships with ropes, and unloaded them as quickly as they could.

He mentioned that 8 tiers of ships had lain at the quay, and stated the inconvenience, confusion, delay, the opportunity for committing fraud, and the embezzlement of goods occasioned by ships discharging thro' one another, and said, that the smuggling on the quay, which merchants took notice of, was owing to want of room for the officers to do their duty.

He stated, that he had known ships delayed in the river for two or three tides, 'tho lightened, for want of water, that ships have been damaged even at the Custom-house-quay, that vessels of 100 tons, unless they be flat built, or lightened, cannot come up at neap tides, that spirits cannot be imported in smaller

smaller vessels, and therefore that vessels carrying spirits can come up only at spring tides.

Believes, all ships which pass the bar of *Dodder* can come to the Custom-house-quay, but has known them neaped in the river, between the old ferry and the Custom-house, for four or five tides, whereas every ship which passes *Dodder*, is sure of getting up to the iron yard by the old ferry, that tide.

Says, the deepest water in the river is below the iron yard.

The last witness produced was Mr. *Sackville Hamilton* secretary to the Commissioners of the Customs.

He deposes, that the present quay is much too small for the trade of *Dublin*, that such a number of ships cannot lie at it, as is necessary for the dispatch of business, that goods are smuggled there, owing to their being so crowded together, and the difficulty of distinguishing those, which have paid duty, from those which have not.

That 4 ships only can lay their sides to the quay, that they cannot discharge, if they lie 8 or 9 deep with convenience to any one, that the merchants frequently apply to the board for leave to discharge elsewhere, not so much to avoid this inconvenience, as for want of water, for that ships that are heavy laden or sharp built cannot come up to the quay without lightening.

That the merchants not only apply to the board for leave to unload, but also to load their vessels at the *Batchelor's-walk*, and even on the *North Wall*.

That all the luxuries of life are landed at the Custom-house, that wines are landed there only, but that ships of burden frequently send up their goods in gabbards to the Custom-house.

That the best situation for ships, and the safest lying is about the lower ferry, both on account of the depth of water, and the nature of the bed of the river, that by placing the Custom-house there, the necessity for using lighters would be removed, as all the rocks would be avoided, that as ships could discharge without lightening, it would be of infinite service to the revenue, by preventing smuggling, and of great convenience to the merchants, as the putting their goods into lighters subjects them both to damage and embezzlement.

He said, that he thought it impossible to remove the present obstructions so effectually, as to make as good lying for ships at the ground adjoining the present Custom-house-quay, or even at the quay itself, as they may find lower down, as the bed of the river, in that part is a rock, and tho' it were deepened, the current of the water would ever prevent mud or any soft substance from lying on it.

That if the rock at the ground, offered by the city, could be taken away to such a depth that the ships should at low water be water born, it would then afford as good lying for them there, as they can have below, but not better, as they are water born at present below the ferry, and that there must be other rocks also removed before ships can come up with perfect safety to discharge at the quay.

Said

Said, he could ill judge of the expence of removing these rocks in this effectual way, but believed it impossible to do it at any expence whatsoever, for, that if an attempt was made to deepen the rock 13 feet below low water mark, he thinks the water would constantly break in upon the workmen.

Such was the evidence delivered upon a solemn investigation of this point before the house of commons, by the witnesses produced on both sides, from which it must be clear to every person who is not predetermined not to believe it, that the present site of the Custom-house cannot contend with the new intended one, either for the safety or convenience of shipping.

It appeared clearly from the evidence of every person examined, that there were many objections against the present site of the Custom-house.

That the ground on which it stands is low and subject to be overflowed frequently, by which great losses are sustained.

That it is infinitely too small for the trade of this city.

Two strong objections arise against the present site, from the smallness of the space.

The first is, that it occasions such a hurry of business and confusion, that the fair trader is impeded and delayed, and the unfair trader has many opportunities of defrauding the revenue, which no vigilance of the officers in this hurry and confusion has been able to prevent.

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The second objection is, that there is not sufficient room at the breast of the quay for ships to discharge, which causes great expence and delay both to the fair trader and to the revenue, and gives advantage to the smuggler.

The first of these objections it is possible to remove, because it is certain, that altho' the space of ground lying between the present quay and Temple-lane be now covered with houses, yet the interest of the house holders might be purchased out, altho' it would be attended with a great expence, as some of them had upwards of 80 and all of them 36 years to run of their leases, at the time this subject was before the house of commons, had the city's offer been accepted, and those interests purchased out, and this space been added to the present quay it would have gone a great way to remedy the first objection, provided the whole ground had been raised, so as to keep off the water; but altho' a quay of the size above mentioned, might answer for the present trade of this city, would it be prudent and right, at the outset of a general free trade, to fit things exactly to the present standard, or is it not more proper to adapt them with a prudent foresight to what we may now not only hope, but expect to be.

As to the second objection, I rely on it, that it is insurmountable.

It appears from the evidence already stated, that 33 ships have lain opposite to the Custom-house-quay at one time, that only four of these could lie with their sides to the quay, of course there must be 8 tier of ships in every line, except one, and that

that must have 9, of these not more than two tier could discharge at one time, of course six tier must lie idle, to the great delay and loss both of the merchant and ship owner, and of course to the increase of the price of freight.

It is a known fact, that when a ship is engaged to bring goods to this port, from *England*, that an express stipulation is made, that the cargo should be brought up to the Custom-house-quay; now if the merchant did not well know, that the ship master dreading the danger arising from the rocks in the upper part of the river, would not come up there if he could avoid it, he would not make this stipulation, and it very frequently happens, that the masters of vessels are obliged to pay the expence of lighterage from their ships to the Custom-house, when they will not run the risque of going up there, the consequence of which is, that they certainly charge so much more freight in their original agreement, as shall indemnify them against all chances; but when the Custom-house shall be removed to the intended situation, where there will be sufficient room for all ships to discharge at once with safety, those inconveniencies will be removed, and of course freight must be lowered.

It appears by an attested account delivered to the committee, by the clerk of the ships entries, and by them annexed to their report, page 24, that the number of ships which invoiced in this port for the five years preceding that period, were as follows.

In the year	1769	-	-	2440
	1770	-	-	2532
	1771	-	-	2699
	1772	-	-	2319
	1773	-	-	2349

And

And from Mr. *Graydon's* testimony, page 4, it appears that there discharged at the Custom-house-quay, in the following corresponding years only.

In the year	1769	-	-	378
	1770	-	-	387
	1771	-	-	390
	1772	-	-	391

So that it appears, that all above those numbers were necessarily discharged at the out-quays, or obliged to unload into lighters in the bay, and send up their goods to the Custom-house.

There are numberless other inconveniencies which arise from the want of room sufficient for ships to lay their sides to the quay, such as ships discharging thro' one another, injury to the goods so discharged, great delay, embezzlement, constant disputes and quarrels between the masters of the vessels, and great opportunities of frauds on the revenue, for it is evident that the longer ships lie undischarged at the quay, the greater must the opportunities be for fraud and smuggling.

Now all those inconveniencies would still remain, altho' the proposed addition was made, by carrying the present quay as far as *Temple-lane* slip, and including the ground offered by the city.

It has been shewn that the bed of the river, for this whole way, and a great deal further, is one continued rock, that for the breadth of four ships from the quay, there is no water at all, and that from thence to the channel, which lies on the north side, the depth of water at high-water, is from 5 to 6 feet; it follows then that no ship can come up there

there at high-water, until the whole bed of the river shall be quarried the full length of the quay, and that from 6 to 7 feet deep, at that part of the river next the channel, and so deeper as you approach the south side, as the rock rises above high-water close to the quay, where it must be quarried 12 or 14 feet deep to make an even surface, this must be done to make it possible for a ship to come up at high-water, what is she to do at low-water? is she to lie on a rock? would any man suffer his ship to do so? ships often strain at the present Custom-house-quay, which is only a hard bottom, not a rock, could any ship then lie without being strained on the rock below, when so deepened, what would become of her as the water fell; would she not strike against the rock, and in all probability be destroyed? to make this situation with any possibility safe for a ship to lie at, the rock must be taken away so deep, as to leave a laden vessel water-born at low-water, that is about 13, or 14 feet below low-water mark, the absurdity of which undertaking at any expence, must appear at first sight.

Some of the witnesses who were examined as to the removal of this rock, gave it as their opinion, that the rock could be easily removed, and they founded that belief upon a report, that a private gentleman had often offered to remove this rock at his own expence, for the advantage of the stones, this argument was much relied on, altho' no man who considered for a moment, could have given credit to it, and had it been true, it would have been an indelible stain upon the Ballast-office, and the city of *Dublin*, who had refused to permit so publick spirited a gentleman, to perform a work, confessedly attended with such infinite advantages to the trade and commerce of this metropolis.

Absurd however as this assertion was, there were not wanting people who either really did, or pretended to believe it, but the gentleman coming as a witness to prove some other matter, was examined as to this point, and soon shewed the falsity of the assertion.

He said that he supposed the rock could be removed at a small expence, but confessed he had never offered to remove it, his reason for so thinking was, because he supposed that rocks in a river could be removed, as easy as rocks in the sea, and that he had quarried on the North-strand, (which he would have had considered as the sea) at a small expence, and therefore he supposed that any other person could quarry this rock as easy.

This ingenious deduction of argument is not altogether conclusive, for the difference must immediately appear, between a strand which is left dry every time the tide goes out, and the bed of a river, which so soon as you come to low-water mark, must be always covered with water, and where the difficulty increases every inch you advance, and becomes insurmountable long before you could reach the depth of 13 or 14 feet under the water, the depth which must necessarily be gone to, to make safe lying for a ship.

It was roundly asserted, that this rock would be quarried away in six months from the time that this subject was under consideration, and that the Ballast-office committee had actually agreed with a gentleman to perform this work for 500*l*. seven years have since passed, and altho' the assertion

tion has fallen to the ground, the rock still remains just where it did.

But waving the impossibility of removing this rock, and allowing that it was so cleared away, as to make the place capable of receiving ships in safety, yet the space gained would not be sufficient for the trade of this city.

Mr. Graydon swore, that a space sufficient for 32 ships would not answer the trade of *Dublin*, but that which would allow 65 to discharge would; now the space offered by the city is not quite so long as the present Custom-house-quay, which admits only of four ships to lie with their sides to the quay, the whole space therefore with this addition, would contain but eight; it is also shewn in evidence, that not more than two tier can discharge at once, if therefore 65 ships came up to the quay, they must lie as heretofore 8 in every tier, and 9 in one, and out of the 65; only 16 could discharge at one time.

From what has been stated, I think it is clearly proved, that the situation on which the present Custom-house is built, is insufficient for the purposes of trade, and insecure for the safety and convenience of shipping, and that if the ground offered by the city were added to it, that it would not remedy the inconveniencies.

On the other hand, it has been proved by every witness who was examined on either side to that point, that the deepest water and safest lying for ships in this river, is from *Batchelor's-lane* to the old glass-house on the North-wall, this whole space contains 2217 feet, that part which lies from the old ferry to the glass-house contains 1617, this space if

necessary, may all be had for the use of the new Custom-house, and at a small comparative expence, there being but 12 very bad old houses on it, and all that part called the Iron-yard, now being in the possession of the Commissioners of the revenue, this space of 1617 would allow 21 ships to lie with their sides to the quay, for if 300 feet, the length of the present Custom-house-quay, contains 4 ships abreast of the wall, then 1617 feet will contain 21 and a fraction, it has been proved that the present quay does contain 4 ships and a gabboard a head of them, and therefore 1617 feet would contain more than 21 ships.

It is a known fact also, that a part of the present plan of the Commissioners of the revenue, is the making of a wet dock, and it can be for that purpose alone, that they have taken so large a space as five acres. This dock, it is said, will contain at least 40 ships, so that there would be space in the new intended situation for 61 ships to lie, reckoning but one tier to lie in the river.

Now compare this situation with the present, without taking into consideration the new intended dock.

The new situation contains a front to the river from the new dry-dock to the old glass-house, allowed on all hands to be a part of that space which contains the deepest water, and safest lying for ships in the river, of above 1080 feet.

The present Custom-house-quay contains a front of 300 feet, allowed to be a hard bottom, and where it is proved that ships have often strained.

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There may be added to the front of the new situation, by carrying it up to the old ferry 537 feet, being also a part of the space containing the deepest water and safest lying for ships, 200 feet of which is already in possession of the crown.

There may be added at the present about 300 feet, the ground of which is entirely covered with houses, and along the front of which runs a rock the whole way, which must be quarried 14 feet below low-water mark, to admit the possibility of a vessel lying at it.

The new situation contains a space of 5 acres, and a depth at the east end of 600 feet, capable of allowing docks to be made, for the accommodation of ships, and there is 19 feet water at spring, and 16 at neap tides to carry ships in.

The present situation contains a space of 300 feet long by 170 in the widest place, including the ground on which the building stands, and 100 in the remaining part.

All ships which pass the bar, are sure of coming up the same tide with safety to the new intended situation, and lying there water-born.

Ships are often neaped for three and four tides between the old ferry and the present Custom-house-quay, and are often damaged and the cargoes lost, by passing the dangerous rocks which lie in the river above *Liffey-street*.

Eight ships might discharge at the present quay, provided that four of them discharged thro' the other four.

At the new intended quay, supposing it to end at the dry-dock, 15 ships might lie, and of course if two tier discharged, 30 might discharge at one time.

If the space offered by the city was added to the present quay, not a ship more could discharge.

If the space up to the old ferry was added to the new quay, six additional ships might lie at it, and of course 12 more might discharge, that is in short, when 8 ships can discharge at the present quay, 42 may discharge at the new intended quay.

Let the additional conveniency arising from the intended docks be considered, and let the impartial publick declare, which is the proper situation.

In treating so largely as I have been obliged to do upon the first part of my argument, *viz.* that the new intended site is best calculated for the safety and convenience of shipping, I have been insensibly led to anticipate many arguments, which shew that the revenue would also be more securely and more easily collected by this removal of situation, it is therefore almost needless to add, that the revenue must be better secured in a situation where dispatch is given to the landing of goods, where there is ample room for the officers to carry on their business, where the ships which now lie three weeks at the quay, need not be detained three days, and where
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all high dutied goods will discharge in a dock within the walls of the Custom-house.

The same arguments prove, that the new intended situation is that best calculated for the ease and dispatch of landing and lading goods.

Notwithstanding the clear and decided superiority which the new intended site has over the present, yet there are men, who being either influenced by an improper interest in the event, or perhaps led by mistaken ideas, have ever set themselves obstinately against a measure of the most universal publick utility, and have endeavoured by arguments and insinuations as false as they are futile and malicious, to persuade their fellow-citizens, that this is a measure big with ruin to the city of *Dublin*, and to raise the resentment of the people against all those who shall dare to think for themselves, and who will not give up the common sense which nature has bestowed upon them, to their interested assertions.

I shall state for the consideration of the publick, the several arguments used by those gentlemen against the removal of the Custom-house, down the river, and I shall endeavour as far as I am able, to convey to others that conviction, which I feel, of their weakness and want of foundation.

The first argument which I have heard made use of upon this occasion is, that the removal of the Custom-house down the river would affect the property of those whose land and houses lay about the present Custom-house, and to the westward of *Essex-bridge*.

If

If it were true that the removal of the Custom-house would affect the property of some persons, it would be but a weak argument against a measure of such public utility, if such arguments were to prevail, the interest of the community must upon most occasions yield to the particular advantage of the few, contrary to a known fundamental maxim.

If this argument was to prevail, there could be no useful improvement made in any town, *Dublin* has been advancing eastward with a quick progress for many years, and every street, nay every house which has been built in that direction, has lowered in a degree the value, and affected the property of the proprietors of the old town to the westward, these gentlemen therefore might with as much reason desire, that no more houses should be built to the eastward as such buildings lessen the value of their properties.

If a consideration of this nature was conclusive we should not now be contending about the site of the present Custom-house, for we should at this day find a building for that purpose erected on the *Merchant's-quay* above *Ormond-bridge*, where the Custom-house was situated less than one hundred years ago, the removal of it to the present situation, was liable to every objection at that day, which can now be urged against the present removal, and if such arguments had then prevailed, we should now have our Custom-house on the *Merchant's-quay*; the small trade of *Dublin* some centuries ago, might perhaps admit of that situation, but it would be a strange one at this day, while the trade of *Dublin* was such as that the accommodation of six or eight ships was sufficient, then the present situation might have

have answered, but now that a space sufficient for sixty-five is at this instant wanting, and that we have a prospect of an increasing trade every day a better must be sought for, and the same reasons which brought the old Custom-house to its present situation, from the *Merchant's-quay*, without considering the small injury which might be done to some individuals property, must now carry the new intended Custom-house to a better situation than the present spot can afford.

I have for argument sake allowed that the properties of individuals would be injured in a degree, by the measure in agitation, altho' I confess I am inclined to a contrary opinion, for I cannot conceive how the property of persons lying near the present Custom-house, can be affected, by the removal of that one object, while so many others remain in that neighbourhood, to draw inhabitants, and to cause a thoroughfare, which must prevent either the settled residents, or the fortuitous custom-ers, from being lessened in that part of the city.

Essex-bridge must ever be the great pass over the river *Liffey* in *Dublin*, it is central, near it are situated the Castle the residence of government, the Four-courts the seat of justice, all the law offices of the several courts, the Tholsel, the Exchange, all the Banks, the Theatres, and all the great Markets, these circumstances must necessarily make *Essex-bridge* the great pass, and of course the houses in its neighbourhood as much sought after as they are now.

It will be said, that altho' this is true as to those parts near *Essex-bridge*, and the present Custom-house, yet what will become of the property of the

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landlords in the earl of *Meath's Liberty*, I answer, that it will remain, in my opinion, just as it is at present, the habitation of the several manufacturers of woollen and silken goods, for it is the inducement of certain local advantages, and particularly of water which brought them there originally, and those advantages they cannot have elsewhere in *Dublin*, and therefore I conceive they will stay where they are, nor can I see any one possible consequence, which can arise from a removal of the Custom-house, which should or could induce the working manufacturers to move from their present situations, to any other part of *Dublin*.

But I beg leave to ask whether if the removal of the Custom-house down the river should affect the property of the landlords of the *Liberty* a little, so as to lower house rent, it would be a very great misfortune to the publick at large.

It has long been esteemed a misfortune to our manufactures, and I have been taught to lament that the manufacturers resident in the metropolis of the kingdom, where not only the necessaries of life but house-rent was so much higher, than they could be had for in the country, I have seen premiums repeatedly offered by the *Dublin Society* for manufactures, similar to those made in the liberty, which should be fabricated at certain distances from *Dublin*, in order to induce the poor workmen to go to the country, where they could live cheaper than in town, but now I find that one great objection made against the removal of the Custom-house is, lest it might possibly tend to lower the rents of those poor workmen, and such is the strange effrontery of some of the opposers of this measure, that they endeavour to persuade those people to assist them in
their

their modes of opposition, by offering to them as an inducement, an assurance that this measure will lower their present exorbitant rents, but I trust to the good sense of the people, that they will see their own interests too clearly, to be led into such an absurdity, altho' their pretended friends should introduce a new bridge as a bugbear to work upon their apprehensions, that the price of all the necessaries of life will be raised to a most extravagant height should a new bridge be the consequence of the removal of the Custom-house.

In the measure which is now before the publick, viz. whether the present or the new intended site be the most proper for a new Custom-house, an argument concerning the propriety or impropriety of building a new bridge, to the eastward of *Essex-bridge*, certainly ought not to be introduced, that is a measure of great importance, and must always stand upon its own bottom, it has nothing to say to the present question.

It does not by any means follow, that because the Custom-house is removed down the river, that therefore a bridge must be built below *Essex-bridge*, if indeed a new Custom-house was built on the site of the present, it would preclude the possibility of building a new bridge to the eastward of it, let the necessity for such a structure in time to come be ever so manifest, unless it were a draw-bridge, which would leave the river as it is.

A bridge over the *Liffey* cannot be built without a very considerable expence, and the money must be supplied for it, either by the city out of it's own funds, or by parliament out of the publick fund, it is not expected I believe that the city, who have

always opposed the idea of a new bridge, will erect one out of it's own funds, if built therefore it must be by parliament, and whenever that measure shall be agitated there, ample opportunity must be afforded for opposing it, and shewing the inconveniences, if any there be, which would follow.

But altho' a bridge does not necessarily follow the removal of the Custom-house, yet as the opposers of this removal are determined to call it in, in aid of their opposition, that they may be able to draw some arguments from it, which they think may have weight with the people, I shall endeavour to follow them in those arguments, and to shew, that if a bridge was built where they wish to suppose that it is intended, it would not be attended with the consequences they pretend to foresee.

The argument is, that if the Custom-house was removed below the old ferry, that a new bridge would be built over the river facing *Batchelor's-lane*, which would be attended with ruinous consequences.

That it would cut off that part of the river which is the safest lying for ships, and that there would not be room in that which would remain below this bridge, for the shipping which frequent the harbour of *Dublin*.

If a bridge was built opposite to *Batchelor's-lane*, the loss of the river to shipping would be that part which lies between *Batchelor's-lane* and the present Custom-house.

I shall

I shall therefore state what that loss would be, first from the evidence of Mr. *Graydon*, and then I shall state facts from an actual survey of the river.

Mr. *Graydon*, in his first days examination said, that if a bridge was built at the old ferry, that there would not be room for the shipping below it, and that space would be wanting for 114 ships.

The next day after he had measured the ground by pacing it, he stationed the following number of ships in the river.

On

On the *SOUTH-SIDE*,

At the Custom-house-quay,	33	
From <i>Crampton-quay</i> to <i>Hunter's-lane</i>	16	
From <i>Hunter's-lane</i> to <i>Fleet-alley</i>	35	
<hr/>		
Total from Custom-house to <i>Fleet-alley</i> which is opposite to <i>Batchelor's-lane</i>		84

On the *NORTH-SIDE*,

From <i>Swift's-row</i> to <i>Liffey-street</i>	18	
From <i>Liffey-street</i> to <i>Lattin's-lane</i>	18	
From <i>Lattin's-lane</i> to <i>Batchelor's-lane</i>	8	
<hr/>		
Total from Custom-house to <i>Batchelor's-lane</i> on the north-side,		44
<hr/>		
Total from Custom-house to the supposed new bridge on both sides,		128
He said also the space between the old Ferry and <i>Batchelor's-lane</i> would hold on the <i>North-side</i> the river		
And on the <i>South-side</i>	9	
	10	
<hr/>		
	Total	19
<hr/>		
Total from Custom-house to the old Ferry on both sides of the river		147

Mr.

Mr. *Graydon* in his first days examination stated that the river from the Custom-house to the old Ferry would contain 150 ships, but he confessed that at the time that number were in the river, a man could walk across it from ship to ship, and that there was no passage for any vessel either up or down.

The whole number which the river contained in this way was 150

From which must be deducted what will lie below the new bridge, which as above stated must be at least 19

There would then be cut off such space as would hold 131

Now according to Mr. *Graydon's* Evidence, 131 ships would so fill the space above *Batchelor's-lane*, that no vessel could move up or down, there must therefore be deducted some number, in order to obtain a passage for vessels, for which purpose Mr. *Graydon* after he had measured the space, allows but three ships, for in his second days examination, he stationed 128 ships in this space, which is impossible by his own shewing.

The length from the Custom-house to the old ferry is 2234 feet, it would then take more than 29 ships to reach along this space, according to the proportion before allowed for the ships that lie at the Custom-house-quay, for if four ships take 300 feet, 29 ships will take 2234, now 300 feet contains 4 ships and a gabbar'd a head of them, and therefore it would take more than 29 ships to occupy 2234 feet.

It

It is therefore clear, that if 131 ships would fill the space above *Batchelor's-lane*, as that a man could walk over them, that there must be at least 29 of these ships removed, in order to obtain a passage of the breadth of one ship.

It is also to be observed, that I have deducted only 19 ships from the 150 as lying at the time stated below *Batchelor's-lane*, although that is the number which Mr. *Graydon* stations there at all times, leaving a passage for vessels.

I shall therefore make so free with Mr. *Graydon*, as to cut off from the 128 vessels he stations above *Batchelor's-lane*, 28, and shall for argument sake allow, that 100 ships might possibly lie above his new bridge, and I shall then endeavour to shew, that this number of ships may be otherwise provided for.

One hundred ships being the number cut off by a bridge at *Batchelor's-lane*, twelve of that number may be stationed at the spaces occupied by the ferries, which would become useless by the erection of a bridge, the docks at the Custom-house I shall suppose will be made to contain 40, because that is the smallest number which common fame has reported, and Mr. *Graydon* has confessed, that by turning the river *Dodder* behind the *South-wall*, safe lying would be made for sixty vessels, here then are situations found immediately for 112 ships.

The great benefit which must arise to the trade, the shipping and the revenue of this port, from the making of wet docks to contain such number of ships,

ships, as together with those which can discharge with convenience at the quay along the river, will enable all ships which come to this port, to discharge with the greatest expedition, immediately upon the Custom-house-quay, is so apparent to every man, that it would be waste of time to attempt to dwell upon it.

I shall therefore only observe, that when this accommodation is afforded, there will never lie in the river the same number of ships as there did formerly, for when the discharge was slow and tedious, when 33 ships lay at the quay, and only 8 of them could discharge at one time, the consequence naturally was, that the river was crowded with ships, which could not get an opportunity to unlade, and more ships arriving each day than could be discharged, the whole river was at length so filled; that no vessel could get either up or down, but so soon as there shall be an opportunity afforded for 50 or 60 ships to discharge at one time, it will be impossible that there should again be such a crowd of shipping in the river.

It may be necessary here to say a very few words upon the practicability of these two schemes.

There is ground sufficient to make docks for any number of ships, that may at any time frequent this port, and nature seems to have pointed out the ground on both sides the river, peculiarly for that purpose; there is no place where docks could be formed at less expence, for the ground to be dug away, is not more than sufficient to fill up behind the walls, which must be built, and the depth at the intended new quay being 19 feet at spring, and 16 at neap tides, there will always be sufficient water to

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carry

carry in and out any vessel, which can come up between the walls.

As to the scheme of turning the river *Dodder* behind the *South-wall*, it has been matter of astonishment to every person, who has thought upon the subject, that it has not been long since done by the city, they have only to shut up effectually the arch of *Ringfend-bridge*, and the work is performed, a work which would be attended with the most salutary consequences, as thereby would be immediately procured a bason, amply sufficient to contain above 80 ships, which could be converted at any time into a wet dock, and which would have this very great advantage, that they could by proper sluices let the river *Dodder* run through it, so as always to keep it clean; this scheme would besides remove for ever, that grand obstruction to the navigation of the river, the bar of *Dodder*, which is formed by the river *Dodder* running out at right angles to the *liffey* and the tide, and bringing with it a great quantity of sand and gravel, which being stopped by the force of the tide, and lodged just at the entrance of the river *Liffey* forms a bar, now if the stream of the *Dodder* was turned behind the *South-wall*, all the sand and gravel, now collected at the mouth of the *liffey*, would then be carried behind the *South-wall*, and mixing itself with the mud which now lies there, would in time form a tract of firm and most valuable land, and the bar of *Dodder* being once dredged away, would never again return; but it is very strange to say, that one of the manifest advantages arising from this work, should have been the means of preventing its having being done, for a dispute arising between the city of *Dublin*, and the nobleman who then owned the adjacent lands, to whom the property of this ground, so to be created

created hereafter, should belong, and they both adhering obstinately to their claim, the work has never been attempted, and the publick have been the sufferers.

I shall now state facts from an actual survey of the river.

	Feet.
Breadth of the river at <i>Essex-bridge</i> ,	240
Length to the ferry-boat slip,	2234
Breadth of the river at ditto,	162
Length from the ferry to the west point of the <i>North-wall</i> ,	} 504
Length from the west point of the <i>North-</i> <i>wall</i> to the east point,	} 6153
These two last being added together make	6657
Length from the ferry to the old glass- house, at which place, according to Mr. <i>Graydon's</i> evidence, lies the most easterly ship,	} 1617
Length from the said glass-house to the east point of the <i>North-wall</i> ,	} 4340
Now if from <i>Essex-bridge</i> to the ferry con- tains	} 2234
And from the ferry to the glass-house, where the most easterly ship lies,	} 1617
<hr/>	
Then the whole space from <i>Essex-bridge</i> to the glass-house contains	} 3851

If then 3851 feet now holds all the ships which come into the port of *Dublin*, 6657 feet the distance from the ferry to the east end of the *North-wall*, will hold at least as many, and more especially as the river widens as it goes down, and to this must be added the room gained by the removal of the ferries, the new docks at the Custom-house-quay,

and the bason of *Ringsend*, and then let any man say if there would not be sufficient room in the river for the shipping, altho' a bridge was to be built opposite to *Batchelor's-lane*.

If any doubt could remain on this head, it is to be observed, that Mr. *Graydon* and the other witnesses all allow, that the whole way down the quays from *Moss-street* to *Ringsend*, the bed of the river by the wall is mud, which they allow could be easily removed, and that it would afford excellent lying for ships, besides that docks without number might be made all the way down, or cuts made into the ground and only walled, which would be cheaper, and would contain ten times the number of ships, that ever will come to the port of *Dublin*.

It is urged, that there is an angle below the grav-ing-bank, which protects all vessels which lie above it, and that below this angle, no ship can lie in safety, there is such a joggle in the river.

If there was any weight in this assertion, which was first discovered when the removal of the Custom-house was in agitation, it would be entirely removed by the arguments I have before made use of, for I have shewn that the space now occupied by the ferries, with the new intended dock, and the bason of *Ringsend*, would be more than sufficient to give room for the ships cut off by a new bridge, if there were ever to be in future, as many vessels delayed in the river as heretofore, which I have shewn could not be the case.

If what I have said does not satisfy the opposers of the new Custom-house, and convince them that there would be sufficient room for the shipping, as
is

is herein stated, if they will allow me to assist in planning their new bridge, I will by causing either one or two of the arches to draw up, take away the whole of their objection, and leave the same lying for ships in the river, as there is at this day.

The next argument made use of is, that this new bridge would, by cutting off so much of the river increase freight and insurance.

Every thing which has been said are arguments to shew, that the necessary consequence of a removal of the Custom-house to the intended situation must be, that by affording a much safer and much more expeditious lying and discharge for all vessels, both freight and insurance must be lowered hereafter.

The next argument, and that upon which great reliance is had, is that the removal of the Custom-house, and the building of a new bridge, which must be, as is alleged, the necessary consequence of it, will increase the price of all commodities imported and exported, and by driving the provision vessels lower down the river, will bring the necessities of life at a most exorbitant rate to the poor, by the increased price of carriage.

This argument amounts to an assertion, that the removal of the Custom-house so low down the river, would increase the price of all goods, by raising the rate of carriage.

This expence must be supposed to fall either upon our exports, or our imports.

Our exports consist of linen, beef, butter, tallow and hides, every one of which is at this day shipped

shipped out from the lower quays, as appears from the evidence given before the committee by Mr. Graydon, page 6, Mr. Marsden, page 11, and Mr. Abraham Wilkinson, page 14; if then our exports are already shipped from the lower quays, how is the removal of the Custom-house down the river, to affect them in any shape, for when it is removed, the exports will be shipped just where they are at this day.

It appears from the evidence of Mr. Sackville Hamilton, that the merchants of *Dublin* had often applied to the board of revenue, not only for leave to unload, but also to load their vessels at the *Batchelor's-walk*, and even on the *North-wall*. This shews how eagerly every argument is caught at, to prevent the removal of the Custom-house, when that which has been repeatedly requested as a favor, is now complained of as a hardship.

Our imports may be properly divided into two sorts, the luxuries and the necessaries of life, the one appertains to the rich, the other to the poor.

As to the luxuries of life, it is true, that they all now are, and must always be landed upon the Custom-house-quay, and the lower that quay is, the further the importers who live to the westward will have to carry them, but I cannot allow the deduction drawn from these premises in the extent which is desired, viz. that the price of all goods will be materially raised, by the great additional price of carriage, for the price of the carriage of the luxuries of life, bears so very small a proportion to the value of the commodities themselves, that it cannot be argued that the addition, if there will be any, can affect them.

For

For instance, it appears from the evidence of Mr. *Dempsey*, that the carriage of dry goods to any part of *Dublin*, is but 1s. 4d. a ton, and that the difference of the carriage of an hogshead of wine to any part of the town, compared with any other, is but two pence, and that the price he paid, from the present Custom-house to *George's-quay*, was for two hogsheads or one pipe of wine six pence.

Mr. *Marsden* says in his evidence, that the price of carriage for a puncheon from the Custom-house to *Fisher's-lane*, was but 8d. and a hogshead of sugar either 8d. or 10d.

Mr. *Hamilton* mentions, that the heavy goods discharged at the Custom-house-quay are wines, spirits, sugars and tobacco, that the carriage of a hogshead of wine, the average value of which may be twenty guineas, is but 5d. a hogshead of tobacco value 25l. but 5d. so that if the additional expence of carriage were doubled, it would bear so small a proportion to the selling price of the commodity, that it never could affect it.

It appears by a list of the wholesale merchants of *Dublin*, returned by the proper officer, and annexed to the report of the committee, that their number amounted at that time to 479, that of this number 209 lived to the westward, and 270 to the eastward of *Essex-bridge*; now the removal of the Custom-house to the new situation, will not increase the price of carriage to such merchants as live to the eastward, and therefore the increased price will not be universal.

Of those merchants who live to the westward, there are not six that I can find, who live near the present

sent Custom-house, if then the interest of the merchant is inseparably annexed to a vicinity to the Custom-house, how comes it, that none of those who live to the westward, and who are the people that now complain, live near it, they all inhabit the *Liberty*, *Usher's-quay*, *Usher's-island*, and that part of the town on both sides the river; and Mr. *Wilkinson* in his evidence, has acknowledged that he lives in *Park-street* in the *Liberty*, that many of the wholesale merchants live near him, altho' at a distance from the Custom-house, that he finds his situation a good one for business, being near the manufacturers, and in the way of country customers, which were advantages he preferred to a vicinity to the Custom-house, and this shews that it is neither a consideration of the price of carriage, or of the distance of the Custom-house, which determines the merchant to choose an habitation, but certain circumstances peculiar to the business he goes into, those whose advantage it is to live near the manufacturers will inhabit the *Liberty*, brewers and distillers will live where they can command water, those who deal with the country, with *Leinster* and *Munster*, will live in the *Liberty*, *James* and *Thomas-street*, those who deal with the *North*, will live about the *Linen-hall*, *Pill-lane*, and that part of the town, so that the idea that the removal of the Custom-house, will either raise the price of goods in any degree which can affect them, or that it will depopulate the western parts of the town, is ill grounded and false, and is only raised by self-interested and mistaken men, to answer their own purposes.

I come now to the necessities of life, which it is said, will be so much raised upon the poor of the *Liberty*, by the great additional price of carriage.

The

The necessaries of life I take to be corn, potatoes, salt and coals.

The corn which is consumed by the inhabitants of *Dublin*, is brought thither either by land-carriage or by sea, that which is brought by the former mode, is carried to the great corn-market in *Thomas-street*, and is there sold, that which comes by sea, is landed either at *George's* or at *Aston's-quay*, there are bounties paid upon the carriage of both corn and flour, whether brought by land or by sea, equal to the expence of bringing them up; now, without going into a minute investigation of what particular species of grain comes up by sea, (altho' I apprehend it would be found to be that which is not eaten by the poor,) I shall state that it appears by the best account I have been able to obtain, that the quantity of corn which comes by sea, is about $\frac{1}{12}$ or $\frac{1}{13}$ of the quantity which comes by land-carriage.

These being facts, I desire to know how are the poor in the *Liberty*, and in the other western parts of the city, to be injured in this necessary article of corn, by a removal of the Custom-house.

Eleven-twelfths, or twelve-thirteenths of the corn which comes to *Dublin*, and all the flour brought to market, and sold in the western extremity of the town, near to the *Liberty*, and the legislature has provided, that the carriage of it to the market shall be paid, in order that the manufacturer and the labourer may eat his bread as cheap in *Dublin*, as if bought on the spot where the corn grew; what business then has the western inhabitant to go down to *George's-quay*, the eastern extremity of the town, to buy his corn, when he can get it at his own door, unless it be for the pleasure of grumbling at the ex-

pence of carrying it from thence to his own house, he cannot pretend that he can buy it cheaper below, for the only reason why corn brought by sea, should be cheaper than that brought by land is, that sea-carriage is much lower than land-carriage; but in this case, the publick pay for carriage both ways, and therefore there is no advantage in that point. I cannot therefore conceive any possible reason why the manufacturer in the *Liberty*, or any other inhabitant of the western part of *Dublin*, should go down to the eastern part, to purchase the corn brought there by sea, and thereby to force the poor inhabitants who live near those quays, to go to *Thomas-street* to buy their bread, when each may be supplied at their own doors, and if they can be supplied at their own doors, I cannot see how the removal of the Custom-house, or the building of a new bridge can add to the price of the carriage, or in any wise affect this article of the necessaries of life, to an inhabitant of the western part of the town.

But if there were not inhabitants sufficient at the eastern part of the town, to consume $\frac{1}{3}$ of the corn brought to *Dublin*, and that a part of that now brought by sea, was consumed in the west, the removal of the Custom-house, altho' it was followed by a bridge, would not raise the price of this corn higher than it is at present.

Every witness, who was examined to the point, declared that corn was now landed at *George's* and at *Aston's-quays*, and what would prevent its being still landed there, if there was a bridge; nay if according to the speculations of some gentlemen, the corn ships were necessarily driven down to the sluice near *Ringsend* to discharge, Mr. *Thwaites* has declared on his examination, that the additional expence of carriage would be to him, who lives at *Corke-bridge*,

bridge, in the extreme south-west end of the *Liberty*, but *one penny for a barrel of barley or malt*.

If it were necessary, it could be argued with great truth, that a new bridge instead of driving the provision ships down to the sluice, would force them up the river, into the very heart of the town, for nothing hinders them from going there now, but either that they find customers below, or that the space above is so occupied by trading vessels, that they cannot find room, but if the Custom-house was removed down, and a bridge built, those vessels having space above, would lie at the *Batchelor's-walk*, at *Crampton-quay*, and at the present Custom-house, if the new bridge was a draw-bridge, there could be no difficulty for both the coal and provision ships to go up, and lie above it, if it were a stone bridge, then the provision ships have only to follow the example of the *London* vessels for the same purpose, and of the *Carlingford* oyster-boats, and have their masts made to strike, and they may go up wherever there is water for them, that boats of that construction are fit for the voyage, is very certain, for the provisions which come here by sea, come from *Wexford* and *Dungarvan*, and the voyage from those places is as safe, and as easy, as from *Carlingford*, but boats upon this construction stand the great western ocean, it is in such boats, that the French carry on their great Mackarel fishery, on the south western coast of this kingdom, where 300 of them may be seen to fish at one time.

In like manner, potatoes are brought either by land, or by Sea to *Dublin*, those, which come by land, are carried and exposed to sale, in the potatoe market in *Francis-street*, at the very doors of the inhabitants of the liberty, those brought by sea,

are sold at *George's* and *Aston-quay*, in like manner, as in *Corn*, the people who reside in the western part of the city, have the great market in *Francis-street* to purchase at, and those who inhabit the eastern part buy at the quay.

Those potatoe boats would also follow the example of the other provision vessels, and go up above the Custom-house, and discharge at the *Batchelor's-walk*, &c. as is before stated; and here I must call upon the opposers of the removal of the Custom-house, to recollect that the poor Inhabitants of the eastern end of this city, are their fellow creatures and brother citizens as well as those in the western, and that humanity obliges them to allow them to eat, and to permit them to earn as much money, as will purchase raiment, the cry is everlasting that the poor of the liberty are starving, that all the provisions which come to *Dublin*, must be brought up to them at the cheapest rate, but are not the poor to the eastward to be taken some little care of also, is it because there are no poor in the eastern part of the town, that we do not hear of their distress, or is it because, altho' oppressed and miserable as they are, without employment, without food, without raiment they peaceably demean themselves, and suffer the most extreme poverty, without either clamour or riot; have there been no workmen but Weavers, without employment for some years past? what is become of the whole tribe, whose employments depended upon the prosperity of the building trade, all starving in the eastern parts of the town, what is the condition, at this day, of the poor of the east, on the north side the river, they are obliged, whenever they want to purchase either of the necessaries before mentioned, to go to the south side the river, or to the extreme western part of the town,

town, and either to lose their time, wear out their shoes and stockings, if they have any, or to cross the ferry twice, and pay a penny in addition, for necessaries, upon which they have not probably twelve pence to lay out, is not their condition to be pitied? is it not, and ought it not to be remedied? when the provision vessels shall discharge at the northern side the river, then they will be put upon an equality with the other poor of the city.

I must add one observation more, which is, that the poor of the western part of the town, are likely to have a new mode of supply opened to them, by means of the canal, which will bring to them corn, potatoes and firing, an advantage that the people of the other end of the town cannot enjoy.

The next article is Salt, this article also is landed upon *George's* and *Aston's-quay*, and would be so, if the Custom-house was built below.

I shall not dwell long upon this article, that, which is used by the poor is manufactured for the most part at home, and cannot be affected by the measure under consideration, neither could the carriage of such a quantity as is used by a poor man, make any difference, a man may use perhaps an hundred weight of salt in a year, this is purchased at various times, and brought home, not in a waggon, but by one of the family, this article therefore would not be affected.

Coals therefore are the only article now remaining.

If the Custom-house be removed, and that a bridge does not follow, the coal ships will discharge
just

just where they do at this day, and no difference can be made, if a bridge should follow the removal of the Custom-house, and if that bridge be a draw-bridge, no alteration will be made in the lying of coal ships, but even if this should not be the case, and that a stone bridge should prevent the possibility of ships getting up, I say, it would not have any effect upon the price of coals, or raise the carriage of them to the manufacturers in the western part of the town.

It is a fact as notorious as the name of the *Coal-quay*, that the inhabitants of the western part of the town, now purchase their coals principally there out of the gabbards, and on the several quays, higher up the river, nay that the gabbards carry coals up to the Barracks, the Royal Hospital, Stephens's Hospital, and as high up the river as they have water, and sell them at the same price, that they are sold for at the *Batchelor's-quay*, for the truth of this assertion, I appeal to the breasts of persons, who purchase their coals at the *Coal-quay*, who certainly are the poor of the upper part of the town, now if a bridge should prevent the ships from getting up, the town would be supplied by gabbards, and at the same price it now is by ships; many circumstances concur, to enable the gabbard-man to sell his coals even more reasonable than the master of the coal ship who comes up to the quay.

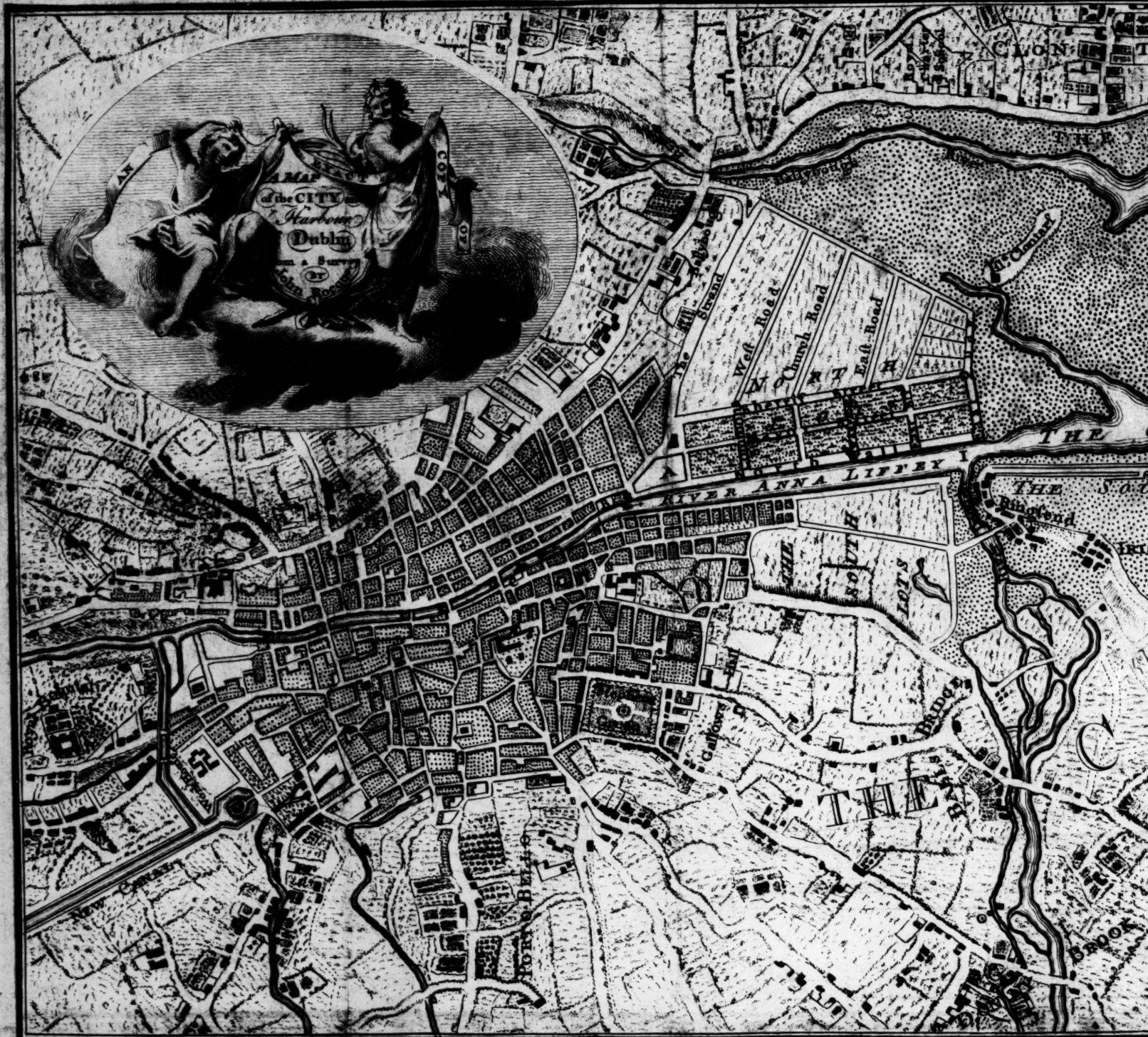
The captain of the ship can afford to sell to him, cheaper than by retail, he unloads in the bay at one tide, and sails again with the first fair wind, whereas was he obliged to come up to the quay, he would have much delay in getting there, much in disposing of his cargo, and if he was not lucky, he would probably be neaped, and delayed one
way

way or other for three weeks, or a month, during which time; he might have made two or three voyages, this alone would be a sufficient reason to induce him to sell a shilling a ton cheaper to a gabbard, besides, a ship which comes up to the quay, is obliged to employ a factor, to whom they pay six-pence halfpenny a ton, then they have several expences, when they come up, to which they are not subject, when they discharge below, all which circumstances enable them to sell so much cheaper to the gabbards, that they again can afford, and now do sell, at the very same price out of the gabbards above the bridges, that they do out of the ships at the *Batchelor's-walk*.

There is but one argument more, that I have ever heard urged against the removal of the Custom-house, and that is, that the noble building the Royal Exchange, will be rendered useless thereby, this argument does not deserve a serious answer, why did the Merchants contrary to common sense, and contrary to the most convincing arguments, and earnest entreaties, erect the building where they did, this could be easily explained, if it was worth explaining, all that I shall answer to this argument, is, the Exchange of *London*, the Exchange of *Liverpoole*, the Exchange of *Bristol*, are at greater distances from the Custom-houses of these respective Cities, than that of *Dublin* will be from the new Custom-house.

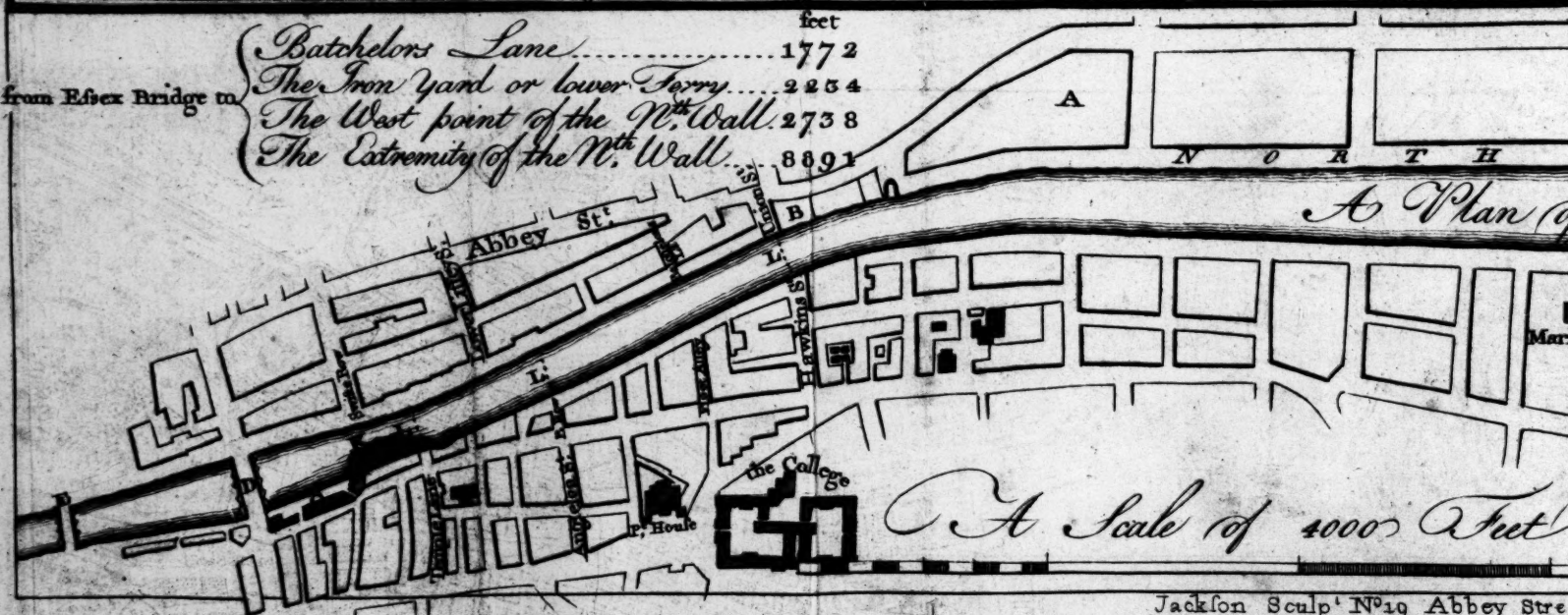
Having stated the conveniencies and inconveniencies of the new and the old situations, and endeavoured to answer such arguments as I have heard against the removal of the Custom-house, I leave the whole before the Publick, certain that they will draw an impartial Conclusion.





	feet
Batchelors Lane.....	1772
The Iron Yard or lower Ferry.....	2254
The West point of the W. Wall.....	2738
The Extremity of the W. Wall.....	8891

from Essex Bridge to

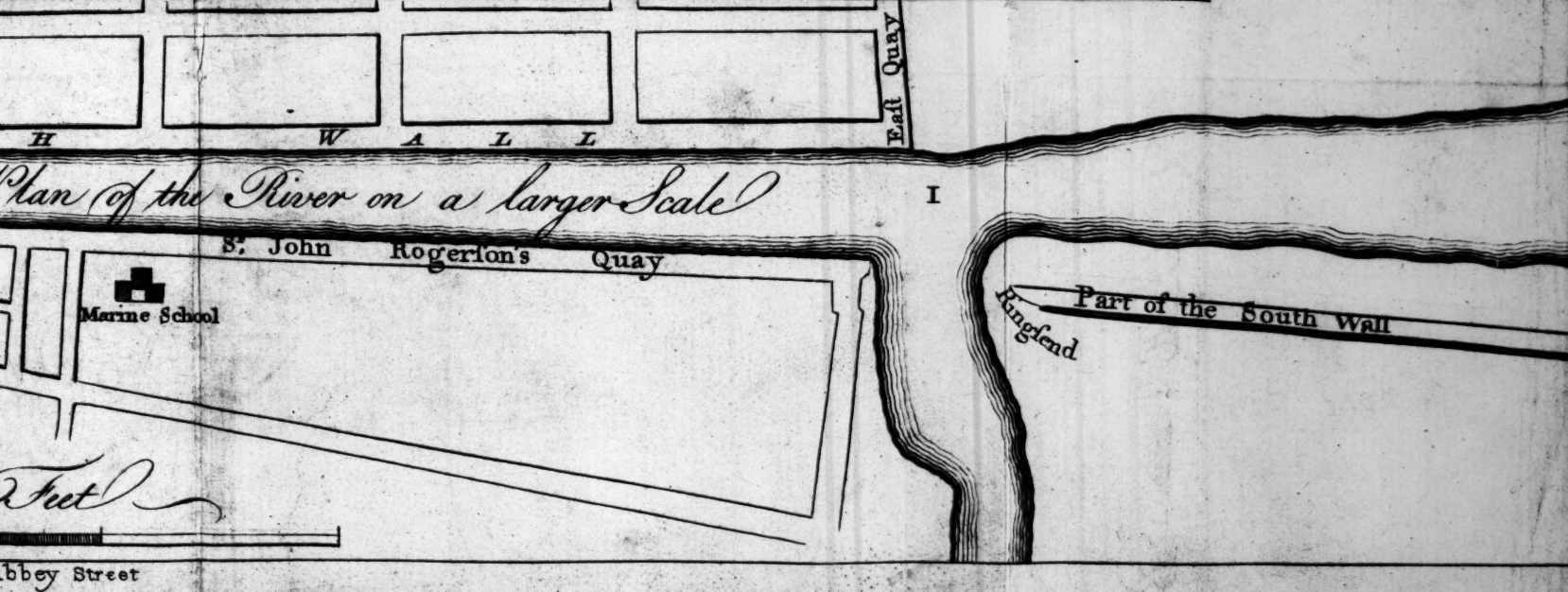


A Scale of 4000 Feet



REFERENCES

- A. New Custom House
- B. Iron Yard
- C. Old Custom House
- D. Essex Bridge
- E. Ormond Bridge
- F. Old Bridge
- G. Queens Bridge
- H. Bloody Bridge
- I. Bar of Dodder
- K. Stand fast Dick
- L. The Ferries





A N

APPENDIX.



APPENDIX

The following Letter which appeared in the
HIBERNIAN JOURNAL of
the 6th of August 1781, is here added by
way of

A P P E N D I X.

THE removal of the Custom-house down the river, which is now represented as a measure destructive of Trade, was, in a former period, the great object and wish of all the traders of this city; and I remember, that during the time that the late Lord Chesterfield was Lord Lieutenant of this kingdom, all the principal merchants and traders of Dublin signed an humble petition to government, which may be found in the Council office, and in Books of the Custom-house for that time, in the following words :

24th November, 1746.

The Lords Justices and Council referred to the Commissioners of the Revenue,

A PETITION of the Merchants of the City of Dublin, setting forth " That the Custom-house-quay was appointed by the Lord Lieutenant and Council's proclamation, dated the 19th September, 1662, the only Wharf or Quay for loading and unloading goods in Dublin; *That as the trade is since much increased, it is impossible to discharge at the Custom-house-quay one-third part of the goods that are frequently wanted to be discharged the same day.*

" That the Board have rented a quay at the lower end of the Batchelor's-walk for the discharge
of

of Iron, and have appointed a Surveyor and officers on Aston's-quay, for the discharge of Corn, and will now no longer suffer the discharge of Timber, Logs, Coals, Boards or Tiles, on the Custom-house-quay.

" That permission for shipping on the Batchelor's-walk and Aston's-quay, of Beef, Butter, Herrings, Hides, and most other goods for export, has been usually granted on application to the Board, but that of late the Commissioners (under pretext of their indulgence having been abused in one or two trifling instances) have made a resolution to grant no more any such permission.

" That the Petitioners are far from desiring any thing that would tend to lessen his Majesty's revenue, or injure the fair trader, and appeal to the Board whether they have any cause to suspect any of the subscribers of any mal-practices or any unwarrantable attempt; but the Petitioners conceive that goods may at present be unwarrantably put on board ships at the Batchelor's-walk with much greater facility, than when a permission was granted to ship goods there, and that there were in consequence officers daily walking to see what was doing.

" That several of the Petitioners have taken Houses at great rents, and made large improvements at the Batchelor's-quay, in expectation of the permission of shipping their export goods there, as was permitted to us for some time past, but was refused on account of some abuses.

" That the Petitioners are often delayed in their Business by the Custom-house-quay being thronged with goods, and their Casks of Beef, Pork, and other goods, that are preserved by pickle, are often damaged

amaged by that means; besides the great expence of Gabbardage, Carriage, &c. in sending them *from their Ware-houses at the Batchelor's-quay to be shipped.*

“That in consequence of the new regulations the Custom-house-quay is so thronged that some of the Petitioners *cannot discharge the goods which lie at the quay, that some laden Gabbards have lain above fourteen or fifteen days in the middle of the river, to the great hazard of the goods and vessels, that several very fatal accidents have happened from the like circumstances, many of the Gabbards and Men having been lost, and many ships damaged from the want of room at the Custom-house-quay for the vessels to moor properly, and that many have suffered very considerably in their fortunes, by the delay which such hurry has caused in the shipping or unloading of their goods, and therefore praying leave to ship goods at the Batchelor's-walk and Aston's-quay, and that they will discover any frauds that may come to their knowledge, and that the Board may refuse such indulgence to any person that shall be found to abuse it.*”

From this Petition it appears what was the opinion of the merchants and traders of Dublin at that time, and shews that what was then sought for *eagerly as a favour*, is now complained of as an *intolerable grievance*, viz. the shipping out of our exports from the lower quays.

It appears that the argument of that day was, that the merchants had built their dwellings and warehouses on the Batchelor's-quay, and that they would be injured in their properties if they were deprived from the shipping their goods below, where
their

their warehouses were ; and that the shipping them higher up was attended with great expence in gab-bardage and carriage from their warehouses below : The indulgence was then granted to them, and they have ever since shipped their goods between Batchelor's-lane and the old Glaſs-houſe, and therefore it ſhould ſeem very ſtrange if the merchants had removed their ware-houſes to the weſtward ; and yet one of the grievances now complained of is, that the merchants will be obliged, by the removal of the Cuſtom-houſe, to ſhip their goods where they have been at their own deſire ſhipping them for near thirty-five years.

It ſeems alſo that it was then complained of, that the Cuſtom-houſe-quay was infinitely too ſmall for the trade of Dublin as it ſtood at that day, it is now we find perfectly adequate to that of this day. The revenue of the port of Dublin was, on an average of ſeven years, ending Lady-day 1747, 162,997*l.* yearly ; on the ſame average to Lady-day 1780, it was 321,932*l.* yearly, and yet the accommodation which was too ſcanty for the former confined ſtate of our trade, is fully ſufficient for the preſent doubled ſtate of it, nay for the future ſtate of it alſo, let the advantages of a free trade be what they may.

It ſeems that in thoſe days, goods went up in gabbards, and were often delayed fourteen or fifteen days in the middle of the river, to the great hazard of the goods and veſſels, and that many fatal accidents had happened, many gabbards and men were loſt ; many ſhips damaged for want of room at the Cuſtom-houſe-quay, *for veſſels to moor properly at.* The merchants ſuffered in their fortunes
by

by delay, which such hurry had caused in loading and unloading their ships, and therefore they prayed government to oblige the Commissioners to suffer them to make use of the lower quays, Aston's-quay and the Batchelor's-walk; but now that the trade of Dublin is doubled, the wise merchants of this Day petition his Majesty to deprive them of the opportunity of speedy discharge and shipping of their goods, alleging that there is room enough at the present Custom-house-quay, and that all ships that can get over the bar can get up to it, and that it is the safest part of the river.

But however this may be asserted by a few gentlemen, who take upon themselves to speak in the name of the whole body of merchants, yet I can from memory and notes which I took at the Custom-house assert, that in the last eight or ten years, some hundred of instances have occurred, where many of those gentlemen found to their cost, that these assertions are ill founded, and to convince the public of the truth of what I here say, I shall send you for the present a few of their opinions, given under their hands, when necessity obliged them to state the facts, and shall favour the public with some hundreds of Petitions to the Board of revenue in corroboration of these facts; that no ship of large burden or sharp built, can come up to the Custom-house-quay, and that those which do get up there by the smallness of their draft of water, are frequently strained at the quay, and are often damaged, both ships and cargoes, in getting up; and that the merchants do constantly state, that the most convenient and best lying for ships is, where the new Custom-house is to be built upon the North-wall.

A List

A List of Vessels that were allowed to load or discharge at the out Quays, or to put part of their Cargoes into Lighters to be discharged at the Custom-house-quay, the Ships being too large, or too sharp built to come up to the Custom-house-quay; as also, of the Ships allowed to tranship their Cargoes, they being damaged in the River, with the Names of the Merchants petitioning:

N U M B E R I.

Petition of Christopher Ruby, Master of the *Anne*; that he is arrived with a Cargo of Brandy; begs leave to put part of his Cargo into Lighters, under the care of proper officers, to lighten the Vessel, as there is not Water for her to the Custom-house-quay; and if she lies on the ground there, he is apprehensive of damage.

II.

Petition of Frood and Cowan, Merchants, Petitioners are exporting 300 Barrels of Beef for St. Kitt's, and St. Eustatia; that the *Vessel* is so sharp built that she cannot come up to the usual place of shipping goods, and therefore requesting to ship said provisions at the North-wall under proper officers.

III.

Memorial of Arthur and William Bryan, Merchants. Are Owners of the ship *Duke of Leinster*, bound to Jamaica, being of large Burden and very sharp, request permission to load said *Vessel* at the North-wall, as it would be attended with great hazard to both ship and Cargo to come up higher.

Petition

IV.

Petition of Samuel Giffard, Master of the Friends. Is arrived with a Cargo of Brandy, Wine, &c. his Vessel is so sharp that she cannot take her ground or come up to the Custom-house-quay; and praying leave to send up in Lighters under care of proper officers.

V.

Petition of Peter Walinch, Master of the Elizabeth of and for Ostend. Is laden with Geneva, lies in the river in a dangerous way, *and cannot get up to the Custom-house-quay, under very great hazard to his vessel*; therefore prays to unship into a Lighter under care of proper officers.

VI.

Arthur and William Bryan permitted to land Flaxseed at Sir John's-quay,

VII.

Thomas Dawsey permitted to discharge into Lighters, the Cargo of the Ship Friendship.

VIII.

Robert Foster permitted to lighten the Ship Robert under the Care of proper Officers.

IX.

James Anderson permitted to load a Cargo of Beef, Flour and Pork on board the Ship Fanny, she drawing a great deal of Water.

X.

Archibald Graham, Master of the Fanny, permitted to send Rum to the Custom-house-quay in Lighters from on board the said Vessel.

Patrick

XI.

Patrick Lang permitted to land 100 Hogsheads of Flax-seed at the Batchelor's-walk, under Care of proper Officers.

XII.

Alexander Jaffray same Permission at Aston's-quay.

XIII.

John Birkett Master of the Albion, his Request granted to lighten said Vessel, by putting some Puncheons of Rum into Gabbards, under proper Officers.

XIV.

Henry Totty Master of the —, from Chester, Leave given him to land out of a Lighter 17 Parcels at the Custom-house-quay, his Vessel not being able to come up.

XV.

Jos. and Robert Clibborn's Request granted, to lighten a Ship which came from Rotterdam, and has run a-ground.

XVI.

J. and H. Hamilton, and Daly and Hickey's Request granted, to bring up in a Boat from a Vessel below, certain Casks of Mustard.

XVII.

Joseph Mathewson, Master of the Lovely Peggy, his Request granted to lighten said Vessel, by sending up some Puncheons of Brandy in a Lighter to the Custom-house-quay, under Care of proper Officers.

John

XVIII.

John English, Owner of the Francis, granted Leave to unload part of his Cargo into Lighters, to be brought up to the Custom-house-quay, as the Vessel was straining under the weight of her Cargo, and unable to get up to the Custom-house-quay.

XIX.

Anthony Lynch granted Leave to land a Cargo of Flax-seed on the Batchelor's-walk.

XX.

Benjamin Rickman granted Leave to land a cargo of Flaxseed, (361 Hogheads,) at George's-quay.

XXI.

Ditto, Ditto,

XXII.

John Stewart, permitted to land on Aston's-quay 200 Hogheads of Porter.

XXIII.

Edward Byrne permitted to put the Cargo of the Walpole into Lighters, to lighten her, she having 7 Feet Water in her Hold.

XXIV.

John Stewart permitted to land a Cargo of Porter on Aston's-quay.

XXV.

Edward Forbes permitted to land 133 Hampers of Cider at the Batchelor's-walk, as the Vessel is too sharp to come up to the Custom-house-quay.

XXVI.

Thomas Hafwell and John Stewart permitted to leave 228 Casks of Porter on Sir John's-quay, and to carry 6 Casks of Whiting to the Custom-house-quay.

XXVII.

Leland Crosthwaite permitted to lighten the Barbara, which had run a-ground.

XXVIII.

Thomas Hafwell permitted to land at George's-quay 200 Hogsheads of Porter, as the Vessel cannot come up on Account of the Water.

XXIX.

Robert Green permitted to land a Cargo of Glafs Bottles out of the Jennet and Ann, at the Batchelor's-walk.

XXX.

Alexander Charles, Master of the Neptune, prays Permission to take in a Cargo of Provisions for Antigua a *little below the Dock*, where his Vessel lies, as she draws too much Water to come up *higher*.

XXXI.

Patrick M'Mahon permitted to send up in a lighter 20 hogsheads of geneva to the Custom-house-quay, *the vessel not being able to get up*.

XXXII.

Michael M'Carty permitted to unload part of the cargo of the Catharine into gabbards *to lighten her*.

Joshua

XXXIII.

Joshua Clibborn permitted to ship 250 barrels, and 80 sacks of flour, *at the North-wall, the ship drawing too much water to come up higher.*

XXXIV.

Permission granted to James Mullan, master of the Richard of Dublin, to ship her cargo *at the North-wall, his vessel being sharp built.*

XXXV.

Permission granted to Arthur Colman, master of the Rebecca and Polly, to put his cargo into lighters, *his vessel not being able to come up to the quay.*

XXXVI.

Permission granted to Edward Power, captain of the Lovely Nelly, to discharge part of her cargo into lighters, *it not being safe for her to come up to the Custom-house-quay.*

XXXVII.

Permission granted to Michael Cosgrave and Oliver Plunket, to land cotton and wool *at the North-wall, the vessel not being able to get up higher.*

XXXVIII.

Permission granted to Amos and Edward Strettle, to discharge part of the cargo of the ship Rockingham into gabbards, *to enable him to get up to the Custom-house-quay.*

XXXIX.

Permission granted to Isaac and Richard Weld, to discharge part of the cargo of the Irish Oak into lighters, *as she is too heavy to come up to the Custom-house-quay.*

Permission

XL.

Permission granted to Arthur Turner, master of the *Mary Anne* of Dublin, to ship provisions at the *North-wall*.

XLI.

Permission granted to Leland Crosthwaite to ship provisions at the *North-wall*, the vessel not being able to get up to the *Custom-house-quay*.

XLII.

Permission granted to John Wilson of the General Wolfe, to ship provisions at the *North-wall*, the ship being too sharp to come up higher.

XLIII.

Permission granted to Thomas Corles to ship his cargo at the *North-wall*, as the vessel could not come up further on account of the water.

XLIV.

Permission granted to Thomas Haswell to land a cargo of porter on *Aston's-quay*, from on board the *Hercules*, being impossible to land it on the *Custom-house-quay*, by the throng of business.

XLV.

Permission granted to Commerford and O'Brien to ship butter at the *North-wall*, the vessel not being able to come up higher.

XLVI.

Permission granted to Robinson and Sandwich to discharge a cargo of flaxseed at *George's-quay*, the ship not being able to get up to the *Custom-house-quay*.

Permission

XLVII.

Permission granted to Hugh and Valentine Connor to ship beef at the *North-wall*, the ship not being able to get up to the Custom-house-quay.

XLVIII.

Permission to John Lindsay to ship a cargo of beef at the *North-wall*, the ship being too sharp to get up higher.

XLIX.

Permission granted to James Every to tranship 80 hogsheds of flaxseed from the Neptune, she having taken the ground at a small distance from the *Custom-house-quay*, and being thereby obliged to remain there until the next spring tides.

L.

Permission granted to Thomas Higgins to tranship 102 chests of sugar from the ship Polly, she having struck on the rock called *Standfast-Dick*.

Five hundred more might be added, but it is thought that the cases herein given are sufficient, to prove the facts for which they are adduced.

As it has been advanced in the petition from the city to his Majesty, against the alteration of the site of the *Custom-house*, that the Commissioners of the Revenue intended to erect a new *Custom-house* entirely out of the city, a Map of the city, with references to the new and old situations, and the several distances stated in the foregoing pamphlet, between one point and another, is annexed to this appendix, taken from Rocque's map long since published.

222

add to the list of the Chinese people.

2000

1. The first of these is the fact that the
2. second of these is the fact that the
3. third of these is the fact that the
4. fourth of these is the fact that the
5. fifth of these is the fact that the
6. sixth of these is the fact that the
7. seventh of these is the fact that the
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9. ninth of these is the fact that the
10. tenth of these is the fact that the

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APR 1964

thought that the case was a very good one, to prove the facts for which they are adduced.

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